

CHARLES TAYLOR MASTER MECHANIC'S AWARD

**Fairbanks Flight Standards District
Office Honoree 2003**

MART HALL



Hall, Marty. Marty Hall was born to Oscar and Barbara Hall in Hartford, Connecticut, on December 25, 1937. His love of high-speed transportation began at a very early age as depicted in this photo. He calls it his “first ride.” His interest in aviation was further sparked after listening to countless stories told by his father and grandfather. His grandfather was an airplane mechanic in France during WWI, and later became a pilot. His father flew during WWII and was known as a master at sheet metal work having worked for Bill Lear, among others. One of the early stories Marty remembers hearing was about the day his father received a call asking him to do some sheet metal work on Howard Hughes’ renowned “Spruce Goose” aircraft. The caller told him which tools he would need to bring, and sent a limousine to pick him up. After making a repair to a hole in the cockpit door, he took advantage of this unique opportunity by asking for a tour of the aircraft; but, to his disappointment, his request was denied! Marty joined the U.S. Navy at the ripe old age of 17 in San Francisco, and

served in active duty for 20 years and a day, but who’s counting. His first duty station was at the Naval Air Auxiliary Station (NAAS) Barin Field in Foley, Alabama. As you can see from this photo, when Marty was not turning wrenches or flying aircraft, it appears he was still into high-speed transportation! Marty’s Naval career took him to many interesting tours of duty; including, Newfoundland, Louisiana, Alaska (Kodiak), Hawaii, Vietnam, California, Japan, Maryland, Rhode Island, Little America as a flight engineer on S-2F and Hercs. until finally retiring in California from the Naval Air Station Alameda. During his military career Marty worked on, or flew, a wide variety of aircraft—here are just a few.

Marty retired from the military with the rank of Chief Petty Officer (E-7). However, to keep this rank he would have had to serve two additional years at sea duty working as an oil analysis officer on the USS Enterprise. Since this didn’t sound very exciting to Marty, and with a civilian job and a new house lined up, he chose to retire instead.

Marty then went to work at Sis-Q Flying Service in Santa Rosa, California, where he worked on TBM, F-7F, and DC-6 aircraft.

In 1977, he took a ferry to Alaska to go to work for Great Northern, out of Fairbanks (Great Northern was later purchased by Alaska International Air), and worked on Lockheed Electras and C-46 aircraft.

In 1979, he went to work for Pacific Alaska Airlines where he worked on F-27 and DC-6 aircraft.

In 1987, he briefly worked for Stratolift, Inc., in Fairbanks, maintaining the KC-97 bulk fuel hauler. He remembers an incident that occurred in Nome, where a KC-97 pilot, who was flying trips out to

Red Dog Mine, needed to reposition the aircraft on the ramp in Nome. As the pilot stopped taxiing, he suddenly noticed that the left main gear started to sink. Thinking he had forgotten to put the gear handle down he looked at the gear handle, but it was down. It turned out that there was an old buried septic tank under the ramp and the aircraft had fallen through the gravel and settled into the septic tank! He borrowed a TSGT and crash bags from Eielson Air Force Base, chartered a twin aircraft, and got the aircraft out of the tank! As an airplane mechanic, you never know where your next recovery job will take you!

In 1988, Marty went to work for Everts Air Fuel as the Director of Maintenance until 1994, and is currently employed by Everts Air Cargo as the Chief Inspector. Marty's wife, Margaret, is a retired Evidence Custodian for the Alaska State Troopers. Margaret and Marty got married in December of 1969, in Olney, Maryland, where Margaret is from. She left a comfortable rural life in Maryland to be moved through a Navy wife's life and then to Alaska. If asked, she claims that she really didn't believe Alaska was in the cards when they got married, but along with Marty has found a home in Fairbanks. What she really didn't count on 34 years ago was all the airplanes (big and small), that would come into her life and try to run it, sometimes successfully. There's more than one company that has enjoyed the fruits of her support of Marty's adventure with aircraft.

Marty enjoys flying remote controlled (RC) airplanes as his hobby. He is a former president of the Midnight Sun Remote Control Club, and spent 14 years as a club officer. He began flying RC's somewhere around 1959 or 1960.

He says he sometimes flies them quite well; but sometimes he flies them like he started yesterday!

Besides flying RC airplanes, Marty enjoys building model airplanes, hunting, fishing, and riding his snow machine and motorcycle; however, he rarely has time to do any of these hobbies, because he keeps very busy at work.

Marty says his favorite aircraft is the Constellation (WW2), better known as the "Connie," and that he "cut his teeth on these." He worked on, and flew the Connie as a Flight Engineer for 10,000 hours at Patuxent River, Maryland, Newfoundland, Japan, Vietnam, and Guam.